



The Pennant

7 October, 2019

Newsletter of the Cayuga Lake Cruising Fleet

Fall Sailing is 'Just'

Yesterday we had some *just* sailing in the Fleet. It was *just* warm enough, *just* dry enough, *just* windy enough, *just* crazy enough, *just* fun enough and *just* fine (no Oxford comma this sentence. Did you notice? I like to try to keep you on your toes!), thank you very much!

So... Just warm enough means that while we did have to cover our skin on the upwind legs we were fine on the downwind legs.

Just dry enough means that, sure, it did rain, but not so much that you'd actually need to be in full foul weather gear (although most of us were!).

Just windy enough means that we saw quite a lot of 12kts... Or, we started with 15 (gusting 19.8). It fell a touch to, say, 12ish gusting maybe 18 for the next 1 1/2 hours and then it tapered off to 8ish with gusts half again as high. So for most of the boats and most of the upwind legs a jib was called for rather than a genoa. The early downwind legs were a bit punchy but more boats flew chutes than didn't.

As for just crazy enough... Take the start of the second course, please... Yes, I will get to the courses, later, but for now I'm focused on the crazy aspects. There was the start, for example, where a good deal of boats felt that they could do what they expected without interference from other sailing vessels. As it happens, they couldn't! There was some interference between *Mehitabel* and *Fantasy* and then, immediately afterwards, we had *Shawondasee* heading straight to the pin, on starboard, when *Mehitabel* appeared, as if from nowhere, on port and aiming for the same location. Well, much shouting, arm waving, gnashing of teeth, and (oh yeah, mixing it up with the commas. Notice that?) turning of circles ensued. No collisions were reported so we actually had the best kind of crazy – the kind where no one actually gets hurt!

As for just fun and just fine? Well, golly, if you weren't there then you may never really know, right? A strong South wind makes for awesome Fleet racing! We get to scream along and yet do not have to deal with the waves that accompany such (high) winds when there's a bit more fetch...

So We Raced

We sailed Fall 7 & 8. Fall 7 was **S**ycamore, **N**ear Maplewood, **W**est Shore. Fall 8 was **P**ile Cluster, **E**ast Shore, **F**ar Maplewood. We'll just take a really quick moment, here, to explain, for anyone who isn't already in the know, that the letter in bold is the short name for the mark. And the whole name of the mark has geographical significance. So, **S**ycamore is, erm. OK. Well, that's a funny one since it's a bit ephemeral. Thanks, Ricky, for the course that

doesn't help me make my point! **S**ycamore is close to the outlet of Indian Creek! Still... On the little point, close by, there is a giant sycamore tree... **N**ear Maplewood is the mark on the near (South) side of Maplewood Rd and **F**ar Maplewood is on the far (North, eh?) side. The two of those bracket Maplewood Point. **W**est and **E**ast Shore marks are merely on the West and East sides of the lake although it might be just as appropriate to call **E**ast Shore Bolton Point as that is, in fact, where it lies. Although that could pose problems as we already have a B mark with **B**lue Building/Grey **B**arge a bit further up the lake – by the giant blue building. Although that one also refers to geographical references that are no longer present viz the Grey Barge... And perhaps we could rename **W**est Shore as Close Enough to Clare's? Although C would interfere with **C**rowbar which is often located near Crowbar Point. Regardless, **P**ile Cluster is, in fact, the cluster of pilings at South end of the lake – quite near the inlet, in fact. All clear? Great!

So, wind speeds were as mentioned above. Wind direction, according to the station at Myers, was rock solid at SSE. The funny thing about sailing on this lake is that it doesn't matter how steady the winds are as they will vary across the lake as they are channeled between the hills on either side... So it certainly felt a lot more shifty than the weather stations imply!

First course was, again, SNW. This race, being of limited distance (around 4NM) and in good breeze (around 15kts) was over fairly quickly (50 minutes for the last boat). Our second course included a few reaching legs... As PEF, let me see... That's around $6 \frac{1}{2}$ NM in distance. However, as mentioned earlier, the winds did come down a little and it took the last boat around $1 \frac{1}{2}$ hours to finish. So let's do a quick bit of math, since we're on teaching about things! VMG for the last boat to finish in the first race was $\frac{7}{6} * 4$ or 4.7 kts. In the second race that was $6.5 * \frac{2}{3}$ or 4.3 kts. You'll note that both I didn't teach you anything in not explaining why I did the calculations that I did and that the second race had boats clearly going 7% slower than the first race did – overall.

Results and standings follow on the next page.

Race 7 Results:

Rank	Boat	PHRFTOT	Finish	Elapsed	Corrected	Points
1	Trevelyan	27	13:59:04	0:29:04	0:32:45	1
2	Snitch	168	14:09:07	0:39:07	0:35:25	2
3	Mehitabel	168		41:22:00	0:37:27	3
4	Shawondasee	216	14:14:37	0:44:37	0:37:52	4
5	Fantasy	192	14:17:00	0:47:00	0:41:10	5
6	Little Wing	183	14:19:32	0:49:32	0:43:55	6

Race 8 Results:

Rank	Boat	PHRFTOT	Finish	Elapsed	Corrected	Points
1	Trevelyan	27	15:29:42	0:59:42	1:07:15	1
2	Snitch	168	15:47:53	1:17:53	1:10:30	2
3	Mehitabel	168		1:22:10	1:14:23	3
4	Shawondasee	216	16:01:04	1:31:04	1:17:17	4
5	Little Wing	183	15:58:52	1:28:52	1:18:48	5
6	Fantasy	192	16:00:42	1:30:42	1:19:27	6

Fall Series Standings:

Rank	Boat	<u>R1</u>	<u>R2</u>	<u>R3</u>	<u>R4</u>	<u>R5</u>	<u>R6</u>	<u>R7</u>	<u>R8</u>	Total	Nett
1st	Trevelyan	1	1	(7.0 DNC)	(7.0 DNC)	2	1	1	1	21	7
2nd	Snitch	(2)	(2)	2	1	1	2	2	2	14	10
3rd	Mehitabel	(3)	(3)	1	2	3	3	3	3	21	15
4th	Little Wing	4	4	3	4	(5)	5	(6)	5	36	25
5th	Fantasy	5	(6)	4	3	4	4	5	(6)	37	25
6th	Shawondasee	6	5	5	5	(7.0 DNC)	(7.0 DNC)	4	4	43	29

Trevelyan is in a pretty good position, here, to take this series. We'll have to have some interesting winds and sailing for *Snitch* to be able to overtake her on the season!

Next Weekend – End of Fall Series and BBQ

Next weekend, **October 13**, we will hold the last of the races in the Fall Series. We'll, thus, hold a potluck/fetch/BBQ after the races are over. The Fleet will provide things to throw on the grill and some beverages. You are strongly encouraged to come out (hell yeah!) and sail and to bring some kind of side/dessert to share with the rest of us! For realz!

Frostbite Regatta

Then **October 20** there will be the sailing-season-ending Frostbite Regatta. I'm just going to copy Ricky's tidbits for you here – these should answer most of your questions! If you need a boat to sail on or crew for this let me or Ricky know and we'll try to set people up. Otherwise just show up at 10AM and I'm sure it will all work out one way or another!

- Full sail regatta (spinnaker's allowed)
- This regatta DOES count towards Boat of the Year
- Auto-helms are allowed for single handed boats (for tacking and gybing purposes)
- Single handed boats will start 5 minutes before the rest of the fleet in their own dedicated starting sequence
- The Fleet will provide leftovers from the Fall BBQ and some chili, but participants are welcome to bring some food to pass as well
- Skippers meeting at 10am, first race at 11am
- My goal is to hold 6 races and no race will start after 4:30... so which ever comes first.
- I'm working on the SI's, which you can find here: <https://docs.google.com/document/d/1V8GjxgeA2NcxAEZkB-v90-4ZFfVsdD4qU1FUJ-DNIM8/edit?usp=sharing>
- Prizes? I don't know... maybe.

And the Awards Banquet – when? Where?

And we need to have a banquet to end the sailing season! That will be... Some day! And some place! You're STRONGLY encouraged to follow Ricky's link to the survey to help determine who can be at various places at various times to celebrate with us! Looks like the link is here: bit.ly/2019clcfbanquet. Follow it! Reply! Please! After we determine when it happens we'll determine where it happens!

Mark Pulling/Cleaning/Tidying – Help a Fleet Out!

Marks will come out sometime the last weekend of October and/or the first weekend of November. Ricky will need 4-6 on the water and 2-4 on shore, total, so if you can help out please let him know! He's CayugaLakeCruisingFleet@gmail.com.

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